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INFORMATION REPORT

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COUNTRY Hungary/USSR

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DATE DISTR. 27 APR 1949

SUBJECT Hungarian Shipbuilding Company
Working for Soviets

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1. The Obuda Shipbuilding Company, located on an island in the Danube called "Ship's Factory Island", is reconstructing and building ships as reparations to the Soviet Union. The company is required to turn over to the Soviet Union 30 Danube 400 hp ships and eight seaworthy 2,000 hp ships. The hulls for the eight ships were German property seized by the Russians; American engines were installed in three of them. Orders for the five remaining engines were placed in 1948. All equipment for the ships is produced at Obuda. The ships are to have one propeller, one wheel and two 1,200 hp Diesel engines.
2. The company's docks have a capacity for four ships under construction and six ships for repair. Four additional docks have been ordered.
3. The following ships are to be turned over to the Soviet Union as reparations:
 - a. ADELHEID (300 tons, two propellers, two wheels, two Diesel engines each 88 hp). The ship was reconstructed for short sea voyages, and the cabins were modernized according to Russian design.
 - b. EVPATORIA (one propeller, two Diesel engines). The ship was converted to a fire fighting ship.
 - c. IRKUTZK (two propellers, Diesel river ship).
 - d. YAK (old river steamboat with wheel). Cabins were modernized.
 - e. KOMAROM
 - f. KOLOZSVAR (two Danube-Sea ships - heavily damaged by bombs). Cabins were modernized according to Russian design. The Russians are waiting impatiently for these two ships. They formerly belonged to the Hungarian Danube Steamship Company.

In addition six tugs, one repair ship, two large and one small German "marauding ships", partly rebuilt. The repair ship is equipped with a large turning lathe, one small turning lathe, three drilling machines, an electric

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

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grinding machine, a carpenter's workshop, an upholsterer's shop, a painter's shop, and a milling machine.

4. The following are on hand for repair:

- 6 tugs with one to two propellers
- 4 "wheel" tugs
- 5 Danube-Sea ships
- 6 tugs of various tonnages
- 1 military guard ship

5. Materials required at the shipyards are supplied from the Soviet Union and from Hungary - Diosgyor, Ozd, Salgotarjan and the Rimamurany factories. These materials consist of steel plates, copper plates (2-12 mm.), iron blocks, copper alloys, glass, rubber, leather, cables and electrical apparatus. The necessary alloys and moulds are supplied by the Ganz Works, Lang M.F., and Rock M.F. Fifteen percent of the materials received from the above named plants was damaged. Of eight boiler plates, six were laminated and had to be replaced; this caused a production delay of two months. Fifty-five percent of the moulds were received in a damaged condition.

6. Personnel of the factory:

General director: Ing. Rudolf Blandl, well-known shipbuilder.
 Business director: Adam Schmidt
 Delegated Director of Workers: Josef Gajda, Communist.
 Chairman: Julius Rovid
 Production Advisors: Josef Erdelyi, Josef Erchegeyi, Franz Szeles.
 Director of Accounts Section: Stefan Cimet
 Director of Materials Section: Karl Presolda
 Director of Calculating Section: Zoltan Kadas
 Chief Engineer of the Ships Planning Section: Michael Weidinger with a staff of 14 construction engineers
 Russian interpreter: Ladislaus Mihalovics
 Number employed: 1,900 to 2,000, including 150 employees, and 1,330 workers (forced Communists), 500 Social Democrats, and about 200 convinced Communists.

7. In the fourth year of Hungary's "liberation", the factory is still to all intents and purposes under Soviet direction.

Russian Director: Bronov, engineer
 Russian Controller of Finance: Ing. Lubanski
 Political Commissar: Smirnov
 Russian technical liaison man: Ing. Brasenko

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